

# Glasgow Weekly Times.

CLARK H. GREEN,  
EDITOR AND PROPRIETOR.

DEVOTED TO POLITICAL, AGRICULTURAL AND GENERAL INTELLIGENCE.

{ ONE DOLLAR PER ANNUM,  
INvariably IN ADVANCE. }

VOL. 18.

GLASGOW, MO., THURSDAY MORNING, SEPTEMBER 3, 1857.

NO. 27.

## The Glasgow Times.

Single copies of this paper, put up in wrappers, can always be had at the office at five cents a copy.

Yearly advertisers are restricted to their ordinary business. Other advertisements will be charged at regular rates.

No charge for inserting deaths, but fifty cents per square will be charged for obituary notices, and will be given and charged for.

The charge for marriage notices is left to the bridegroom, and will be acknowledged in the paper.

Where editorial notice of advertisements is requested, it will be given and charged for.

From the New York Herald, 21st.

### THE EVENT OF THE AGE.

#### THE ATLANTIC CABLE.

Telegraphic Union of the Old and New Worlds.—The First Cable ever constructed.—The Telegraph Squadron.—Sketches of the Savans and Officers Engaged in the Enterprise.—Successful Experiments in Laying of the Cable.—The Whole Twenty-five Hundred Miles of the Great Sea Line Tested with its most Satisfactory Result.—Signals Passed through the Entire Length in Half a Second of Time.—The First Electric Spark from Queen Victoria to President Buchanan.—The Effects of the Success of the Submarine Telegraph.

The Telegraph Squadron—the Niagara, Agamemnon, Susquehanna, Leopard and Cyclops—took their departure from Valentia Bay for Newfoundland on Wednesday afternoon, the 5th inst., the Niagara leading with the first half of the great cable.—The shore end of the cable was landed that afternoon from the Niagara, and secured in its proper place by Lord Carlisle, the Lieutenant of Ireland, when the fleet immediately stood out of the bay.

The following is a correct list of the eight steam vessels employed in connection with the laying down of the cable:

1. The U. S. steam frigate Niagara, Capt. Hudson, to lay the half of the cable from Ireland.
2. The U. S. steam frigate Susquehanna, Capt. Sands, to attend upon the Niagara.
3. The U. S. steamer Arctic, Capt. Berryman, to make further soundings on the coast of Newfoundland.
4. The Telegraph Company's steamer Victoria, Capt. Snyder, to assist in landing the cable at Newfoundland.
5. H. M. steamer Agamemnon, Capt. Noddall, to lay the half of the cable on the American side.
6. H. M. steamer Leopard, Capt. Wainright, to attend upon the Agamemnon.
7. H. M. steamer Cyclops, Capt. Dayman, to go ahead of the steamers and keep the course.
8. The steamer Advice, Capt. Raymond, to assist in landing the cable at Valentia.

The United States frigate Niagara left Liverpool on Monday, the 27th of July, and arrived in the harbor of Cork, off Queenstown, on the 29th. She left Queenstown on the 3d inst., for Valentia, whence she sailed with her consort on the 5th inst., for Newfoundland. She had been two months and a half in England, during which she lay there weeks in the Thames, where she came to anchor opposite Gravesend, on the 1st of May, having sailed from New York on the 24th of the preceding month. She left the Thames on the 5th of June, reached Portsmouth on the following morning, and after undergoing the necessary alterations in the government dockyard, which took a fortnight altogether to complete, she started for Liverpool on the 20th, and moored in the Sloyne, about four miles from the cable factory at Birkenhead, on the 22d of June. It may be well here to recount briefly the circumstances connected with her movements, from the date of her arrival in the Thames up to the present time, to refresh the minds of our readers upon the important points of the enterprise.

It will be remembered that for some time it was undecided whether the Niagara should take the cable, and rumors were circulated that she was adapted to the work to which she had been appointed by the government of the U. States; but it was found afterwards that there was not only sufficient room, but more than was required for the purpose, and that the carrying capacity of the vessel was fully equal to the task which had been assigned in the enterprise. This, however, was not the only difficulty, or seeming difficulty, which appeared to be in the way of immediate commencement of the undertaking. Through some misunderstanding, or rather accident, the Niagara received instructions before her departure from New York to proceed to Greenwich, instead of Birkenhead, where we were informed our half of the cable was made and was ready to be taken on board. Then after it had been settled that she was to go to Birkenhead, the vessel had to undergo some alterations to fit her for the reception of her portion of the great sea line, as at Portsmouth was the only place where this work could be performed satisfactorily, it was de-

termined she should go there. Accordingly, as had been stated, she proceeded to that port on the 5th of June, where the work of fitting her out for the getting of the cable was accomplished in two weeks. After her arrival at Liverpool there was a delay of some five or six days before the first line was coiled but the whole 1,256 miles were placed on board in somewhat less than three weeks.

The Agamemnon had finished her task about the same time, but did not arrive at Cork till the morning of the 30th ult., in consequence of the much greater length of the trip. Advantage was taken of her passage to this place to make experiments in regard to the rate at which it was possible to pay out the cable, and the result was satisfactory beyond the most sanguine expectation. There was some twenty miles of condemned cable on board, and this was paid out over the machinery at the rate of from seven to eight miles an hour without exhibiting the slightest tendency to kink. The attempt, however, to underrun, or take it up, was not so successful; and, owing to this circumstance, some apprehensions are entertained in regard to the possibility of recovering it from the great depths of the ocean, should it be found necessary to make the attempt. Everything, however, has, so far, succeeded so well, that even this difficulty may be obviated in some way, if not completely overcome. On the 31st of July the two ends of the cable on board the Niagara and Agamemnon were joined for the first time, giving a continuous and uninterrupted conductor of 2,400 miles, and the dots and lines of Professor Morse's alphabet were distinctly marked by the aid of a single sand battery of but twelve pair of plates, upon his register. The experiment was conducted by Dr. Whitehouse, whose name is inseparably connected with electric telegraphing, and who has made many important improvements and inventions in submarine telegraphing. A current was thrown into the wire at one end and came out at the other in half to three-quarters of a second, and this effect can be produced without least six currents in the wire, following each other in regular succession, and producing their effects in corresponding time, according to the periods at which they commence their movement. Hence, if the nautical gentlemen and the engineers perform their duties successfully, as there is certainly every reason to believe they will, the Atlantic telegraph may be regarded as a fixed fact.

It was hoped, as stated by Captain Hudson in the annexed letter, that the departure of the expedition would take place on the 3d inst., from Valentia, which would have been an interesting fact for the future historian to record that they sailed on the anniversary of the day on which Columbus started from the shores of the Old World on the discovery of the New.

UNITED STATES FRIGATE NIAGARA,  
Cove of Cork, Ireland, Aug. 1, 1857.

Sir: I have the honor to report that we left Liverpool on Monday, the 27th ult., and anchored in the port on the Wednesday morning following, the 29th. Her Majesty's steamer Agamemnon arrived here on Thursday morning, the 30th ult., and immediately commenced coiling, which had been deferred until her arrival here. We had filled up our coal at Liverpool, as I have informed you, and have taken in fifty tons here, the quantity consumed on our passage. We have experiments on the passage to ascertain how deeply we could get under steam, with a single conductor, the Atlantic through a simple conductor. It has, however, been proved that it not only could be done, but that a strong electric current could transmit a dot or character a distance of two thousand miles in half a second. The statement of a few facts will show the wonderful effect which will be produced by the successful laying of this cable. The London Exchange closes at three o'clock, and as the difference in time between that city and New York is four hours and forty-five minutes, we will receive the report of the price of consols at eleven o'clock in the morning, in time for our operators in Wall Street.—The movements in the London and New York money markets will therefore appear in the evening editions of the New York papers on the same day on which they may take place. The British Parliament may sometimes sit as late as one o'clock, and their sessions are occasionally prolonged till two in the morning, but the result of their deliberations will reach us about ten o'clock of the preceding evening, time enough to be published in the papers of the next day, simultaneously with the report in and found to our great satisfaction that we could reduce our speed to one and a half knot per hour.

The telegraph cables of both ships were connected on Thursday, and without any difficulty passed the electric current and

messages through the two thousand five hundred miles in a half second. It has been decided that the laying out of the cable is to commence from Valentia Bay, at that the Niagara is to lay out her portion first. Consequently I have taken on board from the Agamemnon ten miles of the larger inshore end, weighing about seven tons to the mile. The engineers of the company will have completed their preparation this afternoon, and the vessels of the squadron, which are all here, will immediately leave this port for Valentia Bay, and from thence on Monday, August 3d, secure the shore end and commence laying the cable. It will be a most singular coincidence, as Columbus left port on his voyage of discovery to our Western World on the third of August, just three hundred and sixty-five years ago.

I am, respectfully, your obedient servant,  
WM. L. HUDSON,  
Hon. L. Toucey, Secretary of Navy.

### THE TELEGRAPH AND ENGINEER CORPS.

#### THE DISTINGUISHED SCIENTIFIC MEN OF THE EXPEDITION.

The whole force of electricians and engineers, including the principal scientific men in both departments and on the two cable ships, number about seventy altogether.—These are divided into joiners of the gutta serena, splicers of the covering or protection, electric clerks or assistant operators, cable men to assist in connection with the ships' crews, in coiling or uncoiling the cable, and five engineers to take charge of the small engines and paying out and winding machinery on both vessels. The following table presents the number attached to each branch of the works, and which are about equally divided between the two ships:

Joint makers for the gutta serena insulation, under the direction of Mr. Statham,	4
Electric clerks, or assistant operators, under the charge of Professor Morse and Dr. Whitehouse,	12
Cable men to assist in coiling and clearing the cable, under the charge of Mr. Webb & Capt. Kell,	24
Wire splicers,	4
Engineers, under the charge of Mr. Clifford and Mr. Canning,	10
Total,	54

This is a large force, but the number is increased to about five hundred, when the volunteers of the Niagara and Agamemnon are added to it, about 450 of the crews of the two vessels having been selected from those who offered their services for the great enterprise but the work they perform is not a whit less important than that of the principal men engaged in it.

### THE FIRST MESSAGE FROM THE OLD TO THE NEW WORLD.

It has been agreed upon that the first message transmitted by the Atlantic Telegraph shall be sent by the Queen of England to the President of the United States. Mr. Cyrus W. Field suggests that the message shall be the scripture text—"Those whom God hath joined let no man put asunder"—a very appropriate message for the occasion. Mr. Buchanan, when it was proposed that the first message should pass between the rulers of the two nations at once despatched, and wrote the following letter to Mr. Field:

My Dear Sir: Accidental circumstances which I need not detail prevent your kind letter of the 18th ult. being brought under my notice until this morning. I now hasten to say I will feel myself much honored if the first message you propose, sent across the Atlantic, be from Queen Victoria to the President of the United States—and I need not assure you he will endeavor to answer it in a spirit and manner becoming a great occasion. Yours, very respectfully,  
JAMES BUCHANAN.

### GRAND SUMMARY OF RESULTS.

The first fact that presents itself, in considering the effects which must result from the success of the great submarine enterprise is the annihilation of both space and time between the Old and New World.—One of the principal objections urged against its practicability was the difficulty in procuring a battery sufficiently strong to transmit the London Times.

Then, again, our great mercantile firms can send their orders through it to different parts of Europe and countermand them with the same rapidity should find it their interest to do so. It is hardly possible to calculate the effect of this stupendous undertaking, and when accomplished there cannot be a doubt of its success in a pecuniary point of view. When it is considered that it will be connected with the various land lines on both sides of the Atlantic, now extending thirty-eight thousand miles in Europe and thirty-three thousand in the United States, and soon to be connected with wires stretching to Africa, Asia and

Australia, its immense value will be seen and its wonderful results fully appreciated. With the Atlantic line in operation we may safely predict that in five or ten years the daily occurrences in Asia, Europe, Africa and Australia will be published in the Herald with the same regularity that news from Washington and New Orleans now appears in our columns. Such is the opinion of ourselves and of those who predict that in a few years two submarine cables will be required instead of one to perform the business offered for transmission between the Old and New Worlds. En avant.

### The Portrait Gallery.—The Literati of England.

Bayard Taylor, in his last letter to the Tribune from London, gives some interesting sketches of the prominent writers of England. He had met Thackeray and visited Tennyson, but does not give any personal description of them. We clip, however, the following bits of portraiture:

Dickens.—Last night I heard Dickens read his "Christmas Carol," in St. Martin's Hall, to an audience so crowded and enthusiastic as to surprise the London reporters, though its equal in both these respects is a common sight in America. His reading of the narrative parts it had a smack of the stage, and a tendency to shrillness at the end of every phrase, which had a curious effect. Altogether it was a complete success, and will be repeated again for the same charitable object—the benefit of Douglas Jerrold's widow. Dickens is now in his forty-fifth year, and Time is beginning to tell upon his exuberant looks, but his eye has all its old keenness and sparkle.

The Author of "Ethan"—At a dinner party the other day I met with Layard, and Kinglake, the author of "Ethan." The latter is a small, pale man, with blond hair and moustache, and bluish-gray eyes. His manner is quiet and subdued, and only a few words would give his concealed capacity for enthusiastic feeling and courageous action. He has just entered Parliament, and broke down the other day in his first speech, but it is a failure which only stimulates his friends to believe the more firmly in his future success. He is now writing a History of the Crimean War, all of which he saw, sharing its dangers with the same steady nerve which he opposed to the infection of the plague, in Cairo.

Layard.—Layard is a man of forty, with a frank, open, energetic face, clear gray eyes, and hair prematurely gray about the temples. He has just returned from the East, where he has been making in Italy during the past two years. Taking Vasari as his guide, he set off upon the hunt of the lost frescoes of the Giotto and other painters of the Pre-Raphaelite period, and now brings back seven hundred drawings of the frescoes, the existence of which has been hitherto unknown. Some of these will shortly be published by the Arnold Society.

Leigh Hunt.—Buchanan Reid, who has just come hither from Rome to fulfill some painter's engagements, took me the other evening to visit Leigh Hunt—the sole surviving star of that constellation which dawned upon the literature of England with the present century. The old poet lives in a neat little cottage in Hamstead Smith, quite alone, since the recent death of his wife. That dusty grace, which is the chief charm of his poetry, yet lives in his person and manner. He is an eighty-three years old man, but the effects of age are only physical; his face has not lost its buoyant joyous nature, which survives in spite of sorrow and misfortune. His deep-set eyes still beam with soft cheerfulness, and his voice is gentle and musical, and his hair, although almost silver white, falls in fine, silky locks on both sides of his face. It was grateful to me to press the same palm, which Keats and Shelley had so often clasped in friendly warmth, and to hear him say to me so well, speak of them as long lost companions. He has a curious collection of books of the hair of poets, from Milton to Browning. That soft of brown, silky fibres, could it really have been shorn from Milton's head? I asked myself. "Touch it," said Leigh Hunt, "and then you will have touched Milton's self." "There is life in hair, though it be dead," said I, as I did so, repeating a line from Hunt's own sonnet on this lock. Shelley's hair was golden and very soft; Keats' bright brown, curling in large Peacock rings; Dr. Johnson's gray, with a harsh and wiry feel; Dean Swift's both brown and gray, but finer, denoting a more sensitive organization; and Charles Lamb's reddish brown, short and strong.—I was delighted to hear Hunt speak of poems which he still designed to write, as if the age of verse should never cease with one in whom the faculty is born.

The Republican has a letter from Boston, saying, among other things:  
John Duff, the Napoleon of railroads, is now here, on business connected with the interests of Missouri. He sends there thousands of dollars monthly, to be disbursed on the line of the Hannibal & St. Joseph Railroad, which, he says, will be completed by next June. Although he has an elegant country seat and a splendid city residence, he passes most of his time in Missouri, whether he speaks of moving. He says it is the greatest country in the world. Indeed, I find all the intelligent Bostonians have a high appreciation of the superiority of Missouri over all other States, in mineral and agricultural wealth, and concede that it will ultimately become the richest State in the Union.

SAULUS STEINMETZ & CO., P. W. DICKES.  
STEINMETZ & DICKES.  
Bot & Shoe Manufacturers  
AND DEALERS IN  
Boots, Shoes, Leather, Shoemaker's Findings, &c.  
Market-street, one door above Barton's Brick Corner.  
GLASGOW, MO.

JUST RECEIVED,  
AND for sale, at the Boot and Shoe Store of  
S. STEINMETZ & DICKES, twenty-two cases Boots and Shoes, consisting of the following:  
7 cases Brogan boots;  
2 cases Ladies' Shoes;  
1 case Water Proof Gait boots;  
2 cases Boys' and Girls' shoes;  
2 cases Women's Shoes;  
2 cases Girls' Winter Boots;  
1 case Ladies' shoes;  
2 cases Brogan shoes;  
all of which are now opened and for sale,  
Jan. 15, 1857.

THEO. BARTHOLOW,  
(Successor to Bartholow & Williams.)  
Forwarding and Commission  
MERCHANT AND STEAMSHIP AGENT.  
I am thankful for the very liberal patronage  
extended to Bartholow & Williams for the  
past season, and respectfully ask a continuance of  
same, and to use my best exertions to  
merit the same. I have safe and ample room for  
every description of goods.  
Office second door above Thomson, Lewis  
& Co.  
I am also the market paying cash for every  
description of Produce, or will ship per account  
of Farmers.  
Dec. 25, 1856

A. P. MACKAY,  
SURGEON DENTIST, Glasgow, Missouri.  
OFFICE at his residence, on Commerce  
street, opposite Dr. Lewis'  
Office.  
Oct. 2, 1854.

DENTISTRY.  
HAVING permanently located in  
Glasgow, Mo., Dr. H. J. DORRANCE  
offers to the public the advantages of his  
office, and to the citizens of this place and vicinity for the liberal  
donation, bestowed upon him, and solicits a  
continuance of the same.  
All operations in the various branches of his  
profession, performed in a most thorough manner,  
and warranted.  
The patient's satisfaction his work has  
given to the hundreds who have employed  
him, and a practice of four years at Fayette,  
Missouri, and Taylor & Van's Drug Store,  
Feb. 5, 1857.

A. A. LAUD, JOHN KELLEY, W. PATRICK & CO.  
LADD, PATRICK & CO.  
Mississippi Planing Mill,  
Corner of North Main & Smith Sts.,  
(Near the Shot Tower).  
St. Louis, Missouri.

SASH, Doors, Blinds, Window and Door  
Frames, and all descriptions of Carpenters  
Work on hand and made to order.  
All kinds of Croquet and Sash Work  
done to order.  
March 19, 1857.-3d

FANCY GROCERIES—Raisins, Figs, Sars-  
aparilla, Champagne, Old Port, Madeira, Crack-  
ers, Oranges, Lemons, &c.  
THOMSON, LEWIS & CO.

STILL LATER!  
PITTS & JONES  
HAVE now open and ready for exhibition and  
sale, the acquirements of the late  
Spring & Summer importations,  
to which they invite the special attention of the  
public before making their purchases elsewhere.

They find that those who find in their stock will  
be well repaid for the trouble and expense of  
visiting them, and the opportunity may be  
lost if not taken at once.  
The following is a list of the principal articles of  
the late importations, and of the stock on hand:  
1. A large quantity of fine  
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100. A large quantity of fine

THE SUBSCRIBERS, thankful for the liberal  
patronage received for the last season, and  
in this place, beg respectfully to announce that  
they are now receiving and selling at their  
store, a large quantity of fine  
and their Ware is of the best quality in the  
country, and is offered at the lowest prices.

THEIR STOCK OF GOODS,  
and their Ware is of the best quality in the  
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BRANHAM & KEISER,  
Commission & Forwarding  
MERCHANTS,  
NO. 53 SECOND STREET,  
ST. LOUIS, MISSOURI.  
Oct. 9, 1854.

TABLETTE & CAUS,  
WHOLESALE DEALERS IN  
BOOTS & SHOES,  
Main street No. 18, upstairs,  
St. Louis, Missouri.  
Oct. 25

R. P. HANSEN, Wm. R. HYMAN,  
HANSEN & HYMAN,  
WHOLESALE GROCERS  
Commission and Forwarding  
MERCHANTS,  
No. 93 Second street, between Locust and Vine  
(East side).  
St. Louis, Mo.

Particular attention paid to sales of Hemp  
Tobacco, Grain, and other Produce.

A. STROUSE, FRIEDMAN & CO.,  
—DEALERS IN—  
DRY GOODS, CLOTHING, BOOTS,  
SHOES, HATS,  
AND MERCHANDISE GENERALLY,  
WATER STREET, GLASGOW, MO.

GLASGOW LIVERY STABLE.

NEW ARRANGEMENT.

THE subscribers having  
formed a co-partnership for the  
purpose of carrying on the  
LIVERY BUSINESS,  
would announce to their friends and the public,  
that they are now prepared to accommodate the  
travelling public, and to furnish them with  
Carriages, Buggies or Saddle Horses,  
at a moment's warning, and on terms as favorable  
as can be asked. In addition to the stock on hand,  
they have already been made, and they are constantly  
adding stock suitable for the saddle or harness, and  
will at all times keep, subject to call, a stock of  
40 Horses, adapted to all the wants of the com-  
munity. Their

CARRIAGES AND BUGGIES  
are entirely new, from the manufactory of Mr.  
T. D. Osborne, of this place, and will be kept in  
a good state of repair.

A Good Harse and Carriages,  
always ready to attend funerals in the place of  
coaches.

Family carriages at all times ready on good Carriages  
and careful drivers.

Travellers conveyed to any point, and taken  
from THE HOTELS,  
at a moment's notice, thus saving the trouble and  
expense of going to a Hotel.

Horses bought and sold,  
and Horses boarded by the day, week or month.  
FUGG, THRASH & CO.  
August 22, 1856.

VALUABLE STOCK, &c.  
AT PUBLIC SALE!  
THE undersigned, administrator of the estate  
of David Spotts deceased, will sell at public  
sale, at the residence of the deceased,  
On Tuesday, 16th September.

the following property belonging to said estate—  
Horses, embracing 3 good brood mares, with male  
colts; Cattle, 83 head stock hogs, 30 head suitable  
for Pork; Sheep, one two horse wagon, 50 acres  
containing in the field; Hay, Oats, &c., &c.  
Also—Household and Kitchen furniture, and  
farming implements.  
TERMS.—Cash sums of \$3 and over, credit  
one month, bond and security, under \$3 cash.  
Sale positive and without reserve.  
DANIEL K. SPOTTS, Adm'r.  
Aug. 20, 1857.-1st

PRO BONO PUBLICO.  
THE SUBSCRIBERS, thankful for the liberal  
patronage received for the last season, and  
in this place, beg respectfully to announce that  
they are now receiving and selling at their  
store, a large quantity of fine  
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SMITH HOTEL,  
Glasgow, Mo.  
The undersigned has opened a large and  
commodious Hotel between Second and  
Third, and Market and Howard streets, in this  
city. The house is new, and fitted up in the very  
best style, and has ample facilities for a first  
class Hotel. He has spared no pains in making  
his rooms elegant and comfortable. His table  
will at all times be furnished in a manner to gratify  
the almost reasonable wishes of his guests.  
The situation of his house is one of the most  
pleasant and healthy in this city.  
There is a good livery stable close at hand,  
where horses will be well cared for. The pub-  
lic are respectfully invited to give him a call.  
Wm. N. SMITH.

HARRY HOUSE,  
BRUNSWICK, MO.  
THE subscriber has removed to his new  
and commodious hotel, near Broadway,  
where he will be pleased to see his old friends and  
travelling public generally. No pains will be  
spared to render his guests comfortable, and his  
journal at his house a pleasant one. The hotel  
has been furnished with every convenience, and  
the fare is liberal. He will at all times be  
furnished with the best of the market afford-  
ing the Bar will be furnished with the most choice  
liquors. Thankful for the liberal patronage here-  
before extended to him, he solicits a continuance  
of the same.  
BRUNSWICK, Feb. 3, 1857.  
N. B. Stage Office for all the latest arriving and  
departing with horses, at this House. Also good  
stable attached to the house.

GLASGOW HOUSE,  
Water street, Glasgow, Missouri.  
The undersigned respectfully announces  
to his friends and the travelling public that  
he has moved to the above house, and is prepared to  
accommodate all who will favor him with a call.  
He has rearranged his rooms, and rented those  
adjoining, which gives him ample space to accom-  
modate a greater number of persons than the es